

Government Railways.
BRIGHTON RACES.
FRIDAY, 20th JANUARY, 1899.

A SPECIAL TRAIN for First and Second Class Passengers will leave Sydney at 1.30 p.m. for Rockdale, returning from Rockdale at 5.15 p.m. and from Rockdale at 1.15 p.m. and 5.15 p.m. for Sydney. Through Trains leave Sydney at 1.15 p.m. and 5.15 p.m. for Rockdale, returning from Rockdale at 5.15 p.m. and 1.15 p.m. for Sydney. Through Trains leave Sydney at 1.15 p.m. and 5.15 p.m. for Rockdale, returning from Rockdale at 5.15 p.m. and 1.15 p.m. for Sydney.

By order of the Commissioner.

H. M. LACHLAN, Secretary.

Amusements.**PALACE THEATRE.**

Proprietor and Manager, Mr. G. M. MADDOX.

THIS EVENING, at 8 o'clock.

ORIGINAL JUBILEE SINGERS.

The Most Delightful Entertainment in Sydney.

LATE NIGHT OF THE PRESENT PROGRAMME.

GRAND CHANGE OF PROGRAMME.

INCLUDING NEW OPERA SINGERS.

NEW JUBILEE SINGERS.

NEW SOLOS AND QUARTETS.

New and Starting Juggling Troupe.

THE ONLY JAVAN.

THE MIMICRY TRIO.

Popular Prices: 1s, 2s, 3s, 4s, 5s, 6s, 7s, 8s, 9s, 10s, 11s, 12s, 13s, 14s, 15s, 16s, 17s, 18s, 19s, 20s, 21s, 22s, 23s, 24s, 25s, 26s, 27s, 28s, 29s, 30s, 31s, 32s, 33s, 34s, 35s, 36s, 37s, 38s, 39s, 40s, 41s, 42s, 43s, 44s, 45s, 46s, 47s, 48s, 49s, 50s, 51s, 52s, 53s, 54s, 55s, 56s, 57s, 58s, 59s, 60s, 61s, 62s, 63s, 64s, 65s, 66s, 67s, 68s, 69s, 70s, 71s, 72s, 73s, 74s, 75s, 76s, 77s, 78s, 79s, 80s, 81s, 82s, 83s, 84s, 85s, 86s, 87s, 88s, 89s, 90s, 91s, 92s, 93s, 94s, 95s, 96s, 97s, 98s, 99s, 100s, 101s, 102s, 103s, 104s, 105s, 106s, 107s, 108s, 109s, 110s, 111s, 112s, 113s, 114s, 115s, 116s, 117s, 118s, 119s, 120s, 121s, 122s, 123s, 124s, 125s, 126s, 127s, 128s, 129s, 130s, 131s, 132s, 133s, 134s, 135s, 136s, 137s, 138s, 139s, 140s, 141s, 142s, 143s, 144s, 145s, 146s, 147s, 148s, 149s, 150s, 151s, 152s, 153s, 154s, 155s, 156s, 157s, 158s, 159s, 160s, 161s, 162s, 163s, 164s, 165s, 166s, 167s, 168s, 169s, 170s, 171s, 172s, 173s, 174s, 175s, 176s, 177s, 178s, 179s, 180s, 181s, 182s, 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ANNUAL MEETING.
The fifty-eighth annual general meeting of the

[illegible][illegible]

South Wales and the great advantage in the price of
Lapacene and other articles. As to the charge they
had made of £70,000 on account of the expense
of floating and saving the Chinese, he could not say
if it was a good one, but he thought it might be;
but it was only proposed to make a charge on account;
they had not yet decided whether to make it or not.
They had carried the account in question to
the rest of their surplus account, which now
amounted to the satisfactory figure of £100,000. An
expenditure of £8000 was shown under the head of salaries
and wages. They had added in the last four years
£100,000 to the amount of their fund, and they had
charged for their cost in their balance-sheet had been
£200,588. During the year the price had been about
£100 per ton. Notwithstanding that, the figure at which
they had sold it was £100 per ton, and they had
per ton, or deducting reserves, at 29 shillings per
ton. This showed that their capital account stood in a
very satisfactory position, and that they had
had the full benefit in the steady price of their stock.
Major-General Sir Owen T. and the dividend re-
commended were approved—that on the deferred
dividend of 4 shillings had been paid with the dividend
in June 10 per cent for the year.

NEW VOLUNTEER REGIMENT

In proposals to establish a new volunteer force,
to be called the 1st Regiment, were laid before the
House of Commons on Monday last. The proposals
were made by Mr. Carruthers, Minister for Lands, which
represented all the suburbs and rural districts from New-
castle to the south coast. The proposals were that
there has been no force which could be looked to for
the protection of the coast in that direction, but now
it was proposed to raise a new force, and it was
proposed to have a number of men, and it was proposed
that the Government would guarantee a reputation allow-
ing of the force to be raised. The force would be
raised would provide the balance of the requests out-
standing in the year 1894. The force would be raised
at the rate of 10 shillings per man, and the force would
be raised at the rate of 10 shillings per man. The force
would be raised at the rate of 10 shillings per man.

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Here is M. Gohier's catalogue for 1896:

"Breakdown of the engines on board the *Duquenne*, in the cruisers *Duguay de Launay* and *Levenez*, in the torpedo boat *Le Duguay*, and later in the *Boniville*; the coast defense ships *Furieux* and *Requin* being too low in the water, their armor is removed and replaced by a main battery of 120-caliber guns. Breakdowns in the *Jauréguiberry* and *Brennus* are given in the magazines of the *Duvernoy*, but her powder had decomposed and so did not explode; breakdowns in the cruiser *Levenez*, the torpedo boat *Tourbillon*—12 catastrophes in two months." In 1897 "Admiral Pottier, in *Crete*, asked for a third-class cruiser. The *Lincolne* was ordered to him. She was built at the *Toulon* Arsenal. The *Faenon* took her place and did the same. The battleship *Charles Martel*, with a crew of 600, and having cost 1,132,000, injured one of her big guns and her screw. When repaired she tried her guns; and the hydraulic rammers and recoil cylinders of her heavy guns were disabled. On her third trip she ran ashore once more and had to be refloated. On her fourth trip she ran ashore a second time and had to be refloated. On her fifth trip she ran ashore a third time and had to be refloated. On her sixth trip she ran ashore a fourth time and had to be refloated. On her seventh trip she ran ashore a fifth time and had to be refloated. On her eighth trip she ran ashore a sixth time and had to be refloated. On her ninth trip she ran ashore a seventh time and had to be refloated. On her tenth trip she ran ashore an eighth time and had to be refloated. On her eleventh trip she ran ashore a ninth time and had to be refloated. On her twelfth trip she ran ashore a tenth time and had to be refloated. On her thirteenth trip she ran ashore an eleventh time and had to be refloated. On her fourteenth trip she ran ashore a twelfth time and had to be refloated. On her fifteenth trip she ran ashore a thirteenth time and had to be refloated. 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The ingenious critic forgets that one of the reasons for the Marat was due to her touch.

A MINISTERIAL VISIT.

school the Sebrun was already accom-

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AW REPORT. POL

r. E. A. Lorton as tenants in com-
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a) individual assessment, and he
and was original
was failed to be id
of 17 convictions f

At present there was no question as to the point at issue be-
tween Pentridge and the
satisfactory expl-

males, falling down 13 males, 14 males, 14 males; falling from buildings, 1 male; injury by falling from trees, 1 male; falling from ladder, 3 males; suffocation from falling, 1 male; falling from roof, 5 males; fall of earth, 3 males; fall from roof, 1 male; falling from trees, 1 male; falling by team, 7 males, 1 female; falling down hold of vessel, 5 males; falling from trees, 1 male; falling from horse, 3; kicked by horse, 2 males; falling from horse, 2 males; falling from way track, 2 males; falling from roof, 1 male; falling from trees, 1 male; infection from splinters, 1 male; injured by crickets, 2 males; falling from trees, 1 male; falling from trees, 1 male; falling from trees, 1 male.

E. COURTS.	BAPTIST UN.
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rested on another charge, but died. The police produced a list which Hamilton had served upon.

As the accused could offer no
one of the manner in which he

[illegible]

OF NEW PUBLIC WORKS CO

in this direction had
se there were no parti-
cipated the responsibility

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it was unrecog-
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theatricals was to be
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am, Rev.

3. A. ALLEN
"A Pathetic Home,"
the Jubilee
-Simplicious Letters
the Jubilee
the skin. The
English Letter-

MITTEE. | MUNICIPAL COUNCIL

Brigades Board intimating that the Anwarud contribution had been increased from £60 to £75 was received, as also was a communication from

tion to convene a conference of municipal
lives in April next to consider proposed amend-

[illegible]

the making of a concrete drain to run from Barker's side to the Chinese residence. Messrs. Barnes, Hughes, and

James's-road and Rutheven-street owing to the discharge of surface water from Crown land adjoining, stating that the Minister has approved of the construction of an open

WAVERLEY.
A meeting of the Waverley Council was held on the 17

[illegible]

National Library of Australia

GARBAGE.

[illegible]

Aldermen Muir moved,—"That advertisement in the daily paper requesting aid of creators to supply plans and particulars of creation for the consideration of the council, be sanctioned by this meeting with verbal record."

Alderman Dunn moved,—"That the members of the Glebe, Camperdown, and Annandale Electors be requested to introduce a deputation from the Glebe, Camperdown, and Annandale Government, the object being to secure a site of land for the erection of a hall for the use of the land lately resumed by the Government at Roselle Bay be asked for." The motion was carried by a large majority.

The conference then decided to adjourn until the 10th inst., at 7 o'clock, to meet in the hall, printing closed the proceedings.

CHURCH NEWS.

ST. MATTHEW'S (C.E.) CLUB, MANLY.

At a meeting held on Tuesday evening, the 25th inst., the members of this club, who assembled to the monthly social arranged by the president (the Rev. Canon) and his wife, were present, viz: Messrs. Burkill, Wedderburn, and Schofield, and the ladies, Mrs. Burkill, Mrs. Wedderburn, Mrs. Schofield, and Mrs. Burrows. The evening was spent in a pleasant and happy manner, and the evening was accompanied.

INFANT MORTALITY, &c.

[illegible]

January 10. JUSTIN C. MACARTHUR.

TO THE EDITOR OF THE HERALD.

SIR,—With regard to the remarks which have appeared in your issue of the 27th inst. relative to mortality, I would desire to draw attention to the fact that compared with other countries, the mortality in the United States is not so high. The late Professor Pell was the first to make a comparison of the mortality in the United States with that of other countries, and his researches led to the opposite conclusion to what your readers might have expected. He found that the low rates of mortality prevailing here (Sweden, for instance, has the highest) were certainly very remarkable. Much has been said, both here and in England, of the wonderful progress of medicine, and of the fact that has been said proves so clearly the widespread prevalence of disease, that it is not surprising which I now publish. At a later date Mr. H. C. MacArthur, a London attorney, reviewing the death-rate in the United States, and the circumstances which tend to produce a low rate of mortality, has shown that the operation at the early stages of life. The General Statisticians here also recognise this fact, and the fact that the mortality in the infant mortality in the other colonies and in Europe is much higher than in the Southern States is favourable."

THE fact is that the infant mortality everywhere is high, but it is not high here as elsewhere.

I am, etc. STATISTICIAN.

BAD BREATH AND BRUISED HEAD

There are two distinct causes for foul breath from the stomach, and an over-supply of burnt food in the lungs; the latter is most common. If the blood heavy and the circulation slow; the stomach becomes choked with refuse and waste matter; greasy bile, heavy cytes, and a yellow complexion, the usual result of such a condition. In a case of this kind a remedy is needed that will cleanse the offensive matter, create a free circulation, and keep the liver in good working order. This is done by Blue Beans for Biliousness, which act directly on the bile ducts and flush the bowels; thus, throughout the case of a foul stomach, Blue Beans are the best remedy. If digestion is good and the bowels are free, your stomach is in good condition. Bad breath is the most common cause of your troubles. If you are troubled in this way, try Blue Beans for Biliousness, and you will find them the best remedy. Advt.

WORN-OUT, WEARY MAN,
HEALTH AND STRENGTH,
Special action (through the blood) upon
ends the mental and physical well-
is that which gives the rosy blush to
me maiden. The elastic step, the ring
shows this same manspring. How soon
re of brightness! The blood becomes
the skin is often the only outward re-
s' Pink Pills for Pale People" stop
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DR WILLIAMS' PINK PILLS FOR PALE PEOPLE

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**ELECTRIC LIGHT CYCLE
RACING.**

**ELECTRIC LIGHT CYCLO
RACING.**

NUMEROUS FALLS.

**MCGEON, M'DONALD, AND OTHERS
DOWN.**

FORDS WINS THE TEN MILES.

The various stands on the Sydney Cricket last night were crowded in every part by electric light cycle race meeting was continued with great excitement prevailed. There was a little at the commencement, caused through some lights not burning, but this was soon remedied a start at the racing was made.

Watts came out in the first heat of the half and it was a good one. In second, half again

Farmer & Company
Limited
SYDNEY

BLOUSES, SHIRTS, and SKIRTS

A GREAT RAINFALL.

[illegible]

ORGAN RECITAL.
L. Wiegand's organ recitals.

[illegible]

dramatic entertainment
of Mr. H. P. Brodie b
The programme opened with

J. Morgan, coach; S. H. Beck, 100 yards, 17.5 seconds; J. O'Brien, 200 yards, 36.5 seconds; J. O'Brien, 400 yards, 1:14.5; J. O'Brien, 800 yards, 2:30.5; J. O'Brien, 1 mile, 5:15.5; J. O'Brien, 1.5 miles, 8:05.5; J. O'Brien, 2 miles, 10:55.5; J. O'Brien, 2.5 miles, 13:45.5; J. O'Brien, 3 miles, 16:35.5; J. O'Brien, 3.5 miles, 19:25.5; J. O'Brien, 4 miles, 22:15.5; J. O'Brien, 4.5 miles, 25:05.5; J. O'Brien, 5 miles, 27:55.5; J. O'Brien, 5.5 miles, 30:45.5; J. O'Brien, 6 miles, 33:35.5; J. O'Brien, 6.5 miles, 36:25.5; J. O'Brien, 7 miles, 39:15.5; J. O'Brien, 7.5 miles, 42:05.5; J. O'Brien, 8 miles, 44:55.5; J. O'Brien, 8.5 miles, 47:45.5; J. O'Brien, 9 miles, 50:35.5; J. O'Brien, 9.5 miles, 53:25.5; J. O'Brien, 10 miles, 56:15.5; J. O'Brien, 10.5 miles, 59:05.5; J. O'Brien, 11 miles, 61:55.5; J. O'Brien, 11.5 miles, 64:45.5; J. O'Brien, 12 miles, 67:35.5; J. O'Brien, 12.5 miles, 70:25.5; J. O'Brien, 13 miles, 73:15.5; J. O'Brien, 13.5 miles, 76:05.5; J. O'Brien, 14 miles, 78:55.5; J. O'Brien, 14.5 miles, 81:45.5; J. O'Brien, 15 miles, 84:35.5; J. O'Brien, 15.5 miles, 87:25.5; J. O'Brien, 16 miles, 90:15.5; J. O'Brien, 16.5 miles, 93:05.5; J. O'Brien, 17 miles, 95:55.5; J. O'Brien, 17.5 miles, 98:45.5; J. O'Brien, 18 miles, 101:35.5; J. O'Brien, 18.5 miles, 104:25.5; J. O'Brien, 19 miles, 107:15.5; J. O'Brien, 19.5 miles, 110:05.5; J. O'Brien, 20 miles, 112:55.5; J. O'Brien, 20.5 miles, 115:45.5; J. O'Brien, 21 miles, 118:35.5; J. O'Brien, 21.5 miles, 121:25.5; J. O'Brien, 22 miles, 124:15.5; J. O'Brien, 22.5 miles, 127:05.5; J. O'Brien, 23 miles, 129:55.5; J. O'Brien, 23.5 miles, 132:45.5; J. O'Brien, 24 miles, 135:35.5; J. O'Brien, 24.5 miles, 138:25.5; J. O'Brien, 25 miles, 141:15.5; J. O'Brien, 25.5 miles, 144:05.5; J. O'Brien, 26 miles, 146:55.5; J. O'Brien, 26.5 miles, 149:45.5; J. O'Brien, 27 miles, 152:35.5; J. O'Brien, 27.5 miles, 155:25.5; J. O'Brien, 28 miles, 158:15.5; J. O'Brien, 28.5 miles, 161:05.5; J. O'Brien, 29 miles, 163:55.5; J. O'Brien, 29.5 miles, 166:45.5; J. O'Brien, 30 miles, 169:35.5; J. O'Brien, 30.5 miles, 172:25.5; J. O'Brien, 31 miles, 175:15.5; J. O'Brien, 31.5 miles, 178:05.5; J. O'Brien, 32 miles, 180:55.5; J. O'Brien, 32.5 miles, 183:45.5; J. O'Brien, 33 miles, 186:35.5; J. O'Brien, 33.5 miles, 189:25.5; J. O'Brien, 34 miles, 192:15.5; J. O'Brien, 34.5 miles, 195:05.5; J. O'Brien, 35 miles, 197:55.5; J. O'Brien, 35.5 miles, 200:45.5; J. O'Brien, 36 miles, 203:35.5; J. O'Brien, 36.5 miles, 206:25.5; J. O'Brien, 37 miles, 209:15.5; J. O'Brien, 37.5 miles, 212:05.5; J. O'Brien, 38 miles, 214:55.5; J. O'Brien, 38.5 miles, 217:45.5; J. O'Brien, 39 miles, 220:35.5; J. O'Brien, 39.5 miles, 223:25.5; J. O'Brien, 40 miles, 226:15.5; J. O'Brien, 40.5 miles, 229:05.5; J. O'Brien, 41 miles, 231:55.5; J. O'Brien, 41.5 miles, 234:45.5; J. O'Brien, 42 miles, 237:35.5; J. O'Brien, 42.5 miles, 240:25.5; J. O'Brien, 43 miles, 243:15.5; J. O'Brien, 43.5 miles, 246:05.5; J. O'Brien, 44 miles, 248:55.5; J. O'Brien, 44.5 miles, 251:45.5; J. O'Brien, 45 miles, 254:35.5; J. O'Brien, 45.5 miles, 257:25.5; J. O'Brien, 46 miles, 260:15.5; J. O'Brien, 46.5 miles, 263:05.5; J. O'Brien, 47 miles, 265:55.5; J. O'Brien, 47.5 miles, 268:45.5; J. O'Brien, 48 miles, 271:35.5; J. O'Brien, 48.5 miles, 274:25.5; J. O'Brien, 49 miles, 277:15.5; J. O'Brien, 49.5 miles, 280:05.5; J. O'Brien, 50 miles, 282:55.5; J. O'Brien, 50.5 miles, 285:45.5; J. O'Brien, 51 miles, 288:35.5; J. O'Brien, 51.5 miles, 291:25.5; J. O'Brien, 52 miles, 294:15.5; J. O'Brien, 52.5 miles, 297:05.5; J. O'Brien, 53 miles, 299:55.5; J. O'Brien, 53.5 miles, 302:45.5; J. O'Brien, 54 miles, 305:35.5; J. O'Brien, 54.5 miles, 308:25.5; J. O'Brien, 55 miles, 311:15.5; J. O'Brien, 55.5 miles, 314:05.5; J. O'Brien, 56 miles, 316:55.5; J. O'Brien, 56.5 miles, 319:45.5; J. O'Brien, 57 miles, 322:35.5; J. O'Brien, 57.5 miles, 325:25.5; J. O'Brien, 58 miles, 328:15.5; J. O'Brien, 58.5 miles, 331:05.5; J. O'Brien, 59 miles, 333:55.5; J. O'Brien, 59.5 miles, 336:45.5; J. O'Brien, 60 miles, 339:35.5; J. O'Brien, 60.5 miles, 342:25.5; J. O'Brien, 61 miles, 345:15.5; J. O'Brien, 61.5 miles, 348:05.5; J. O'Brien, 62 miles, 350:55.5; J. O'Brien, 62.5 miles, 353:45.5; J. O'Brien, 63 miles, 356:35.5; J. O'Brien, 63.5 miles, 359:25.5; J. O'Brien, 64 miles, 362:15.5; J. O'Brien, 64.5 miles, 365:05.5; J. O'Brien, 65 miles, 367:55.5; J. O'Brien, 65.5 miles, 370:45.5; J. O'Brien, 66 miles, 373:35.5; J. O'Brien, 66.5 miles, 376:25.5; J. O'Brien, 67 miles, 379:15.5; J. O'Brien, 67.5 miles, 382:05.5; J. O'Brien, 68 miles, 384:55.5; J. O'Brien, 68.5 miles, 387:45.5; J. O'Brien, 69 miles, 390:35.5; J. O'Brien, 69.5 miles, 393:25.5; J. O'Brien, 70 miles, 396:15.5; J. O'Brien, 70.5 miles, 399:05.5; J. O'Brien, 71 miles, 401:55.5; J. O'Brien, 71.5 miles, 404:45.5; J. O'Brien, 72 miles, 407:35.5; J. O'Brien, 72.5 miles, 410:25.5; J. O'Brien, 73 miles, 413:15.5; J. O'Brien, 73.5 miles, 416:05.5; J. O'Brien, 74 miles, 418:55.5; J. O'Brien, 74.5 miles, 421:45.5; J. O'Brien, 75 miles, 424:35.5; J. O'Brien, 75.5 miles, 427:25.5; J. O'Brien, 76 miles, 430:15.5; J. O'Brien, 76.5 miles, 433:05.5; J. O'Brien, 77 miles, 435:55.5; J. O'Brien, 77.5 miles, 438:45.5; J. O'Brien, 78 miles, 441:35.5; J. O'Brien, 78.5 miles, 444:25.5; J. O'Brien, 79 miles, 447:15.5; J. O'Brien, 79.5 miles, 450:05.5; J. O'Brien, 80 miles, 452:55.5; J. O'Brien, 80.5 miles, 455:45.5; J. O'Brien, 81 miles, 458:35.5; J. O'Brien, 81.5 miles, 461:25.5; J. O'Brien, 82 miles, 464:15.5; J. O'Brien, 82.5 miles, 467:05.5; J. O'Brien, 83 miles, 469:55.5; J. O'Brien, 83.5 miles, 472:45.5; J. O'Brien, 84 miles, 475:35.5; J. O'Brien, 84.5 miles, 478:25.5; J. O'Brien, 85 miles, 481:15.5; J. O'Brien, 85.5 miles, 484:05.5; J. O'Brien, 86 miles, 486:55.5; J. O'Brien, 86.5 miles, 489:45.5; J. O'Brien, 87 miles, 492:35.5; J. O'Brien, 87.5 miles, 495:25.5; J. O'Brien, 88 miles, 498:15.5; J. O'Brien, 88.5 miles, 501:05.5; J. O'Brien, 89 miles, 503:55.5; J. O'Brien, 89.5 miles, 506:45.5; J. O'Brien, 90 miles, 509:35.5; J. O'Brien, 90.5 miles, 512:25.5; J. O'Brien, 91 miles, 515:15.5; J. O'Brien, 91.5 miles, 518:05.5; J. O'Brien, 92 miles, 520:55.5; J. O'Brien, 92.5 miles, 523:45.5; J. O'Brien, 93 miles, 526:35.5; J. O'Brien, 93.5 miles, 529:25.5; J. O'Brien, 94 miles, 532:15.5; J. O'Brien, 94.5 miles, 535:05.5; J. O'Brien, 95 miles, 537:55.5; J. O'Brien, 95.5 miles, 540:45.5; J. O'Brien, 96 miles, 543:35.5; J. O'Brien, 96.5 miles, 546:25.5; J. O'Brien, 97 miles, 549:15.5; J. O'Brien, 97.5 miles, 552

—
 19th annual meeting of the
 Shore Hospital, was held in

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MARRICKVILLE

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l.—Some little interest is be-

Al Morrison got a break of 20 yards, but came to. Morrison kept the ball for seven plays, with second, McDonald third, and Forbes fourth, last fourteenth yard full, including Simpson, McDonald, Corbett, McDonald and Corbett being the most in the field was now reduced to seven yards, and all the taken out of the race, Forbes, Lewis, and Elliott the only first-runners left in the race. The crowd of 2000 spectators roared and cheered as Morrison and Symonds making the most pace twenty-ninth yard. Higgins tried to bolt, but Symonds watching. At the bell Symonds led Lewis, F. Elliott had a great race, Forbes winning by half from Elliott. Time, 22 minutes 45.3 seconds.

ATHLETICS.

SAILING.

Portraits of the English Cricketers at the
 pear in this week's Sydney Mail.—Advt.

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